





## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCENES AND EYE PRESERVES.  
FALCONER & Co. ARE AGENTS FOR ROSS' FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
**EASTMAN'S KODAKS AND FILMS.**  
64, QUEEN'S ROAD.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
68, QUEEN'S ROAD CENTRAL.

**JAPAN COALS.**  
**KAISHA**  
(MITSUI & CO.)  
HEAD OFFICE: 1, SURUGA-CHO, TOKYO.  
LONDON BRANCH: 24, LIME STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Nanchang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Waka-  
matsu, Kanran, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike Hakodati,  
Tateh &c.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the  
State Railways, Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotsu, Mameda, Mannoura,  
Onoura, Otaji, Sasabara, Tsubakuro, Yoshinotsu, Yoshio, Yonokubo, and other  
Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

**Lea and  
Perrins'  
Sauce.**



By Royal Warrant  
to  
His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

# JOYFUL NEWS FOR WEAK MEN.



To Men Who Have Drugged in Vain  
To Men Who Have Been Robbed by Quacks.  
To Men Who Have Lost Faith in Everything.

To these who are weak and debilitated, not only from the effects of a  
drain upon the vitality, but from excessive drinking and debauchery,  
and from the effects of the body with poisonous elements, to those  
who have lost faith in doctors and remedies of all kinds has been destroyed  
by the failure of every remedy that has been tried—so all those who are  
sick of medicines which never cure, I say

**Stop Drugging! Stop Dosing Yourself!**

Nature calls for new strength, and you will never be cured until you  
supply that strength. I have demonstrated during my twenty years of  
successful application of Electricity for weakness that it is a restoring  
element will cure these troubles. It is the only thing on earth that will re-  
store the lost vigor to the nerves and organs, and you must use it to be  
cured.

**Dr. McLaughlin's Electro Vigour**

Makes vigorous muscular men of the puniest weakest specimens  
of 'half men'; it expands and develops every muscle and organ  
in the body; it warms the heart, increases the courage and  
gives a man power of mind and body such as any man can be  
proud of. It makes the eye bright and the step elastic; it  
makes an athlete of a sluggard. It cures disease by restoring  
strength. It is a quick and lasting cure for all nervous and  
Vital Weakness. Varicocele, Rheumatism, Pains in the  
Back and Hips (Sciatica), Lumbago, Constipation, Indigestion,  
Enlarged Prostate Gland, Weak Kidneys, Loss of Memory and  
all evidences of breaking down. It cures when all else has  
failed.

**Come and Test it—Free.** A free test will be given to all  
9 a.m. and 5.30 p.m. daily, Sundays 10 to 1. In this way I  
propose to convince those people who wish proof of the merit  
possessed by my method of treatment. I will convince you  
that it is a success and will cure you, even after everything else  
has failed. Call at once.

**Free Book.** I have published a book, beautifully illustrated  
and full of truths for men and women who are  
low in vitality, weak and debilitated. It is worth reading. If  
you have tried everything else and believe in nothing, this book  
will connect you to the altar of truth. I send it, closely sealed,  
free, if you inclose this advertisement.

**Dr. M. A. McLAUGHLIN Co.,**

70, Queen's Road Central, Hongkong.

BRANCH—CORNER NANKING AND KIAMOON ROADS, SHANGHAI.

OFFICE HOURS—9 A.M. TO 5.30 P.M.

NEVER SOLD AT DRUG STORES OR OTHER AGENTS.

## Intimations.

**MITSU BISHI COSHI-KWAISHA**  
(MITSU BISHI CO.)  
COAL DEPARTMENT.  
MARUNO-UCHI, TOKYO.

CABLE ADDRESS: 'IWASAKI,'  
which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.

AL ABC 6th EDITION, WESTERN  
UNION CODES USED.

ALL LETTERS ADDRESSED  
MANAGER, MITSU BISHI CO., WITH  
NAME OF PLACE UNDER.

**BRANCH OFFICES.**  
NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

**AGENCIES.**  
SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. JEFFRIES.  
MANILA: COMPANIA MARITIMA.  
YOKOHAMA: M. ANADA.

CONTRACTORS OF COAL to the Im-  
perial Japanese Navy and Foreign Navies;  
the Imperial Armies; the Imperial Rail-  
ways; Sanyo, Kiushu and the other Principal  
Railways; Industrial Works; Home and  
Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,  
Shanghai, Hankow, Singapore, Manila,  
North China, Korean ports and America.

**SOLE PROPRIETORS** of Takashima,  
Ochi, Shindaw, Namazuta and Kami-  
Yamada Collieries, and also Hojo Colliery,  
which will be ready to produce on a large  
scale the best Buzen Coal from 1905.

Sole Agents for Kijiro, Komatsu (Tagawa)  
and Matsushima Coals.

The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
Collieries.

Coal sold in 1903 by the Company  
amounted to 1,210,000 tons.

**TAKASHIMA COAL.**

New and additional shafts at the Tak-  
shima Colliery have been completed and  
this well-known best and most economical  
steam Coal in the East is now produced in  
abundance and can be supplied in any  
quantity.

Hongkong, April 25, 1904.

**THE KOWLOON HOTEL,**

KOWLOON.

A High-class Tourist's Hotel under Amer-  
ican Management. First-class Cui-  
sine. Beautiful Garden.

MODERATE CHARGES.  
J. W. OSBORNE,  
Proprietor and Manager.

Hongkong, January 20, 1904.

## Intimations.

**HONGKONG CRICKET CLUB.**  
THE ANNUAL GENERAL MEETING  
OF MEMBERS OF THE ABOVE CLUB  
will be held in the CITY HALL, on  
TUESDAY, September 20th, at 8.30 P.M.  
By Order,  
A. G. WARD,  
Secretary.

Hongkong, September 12, 1904. 1873

**THE HONGKONG AND KOWLOON**

WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN THAT AN

EXTRAORDINARY GENERAL

MEETING OF THE HONGKONG AND KOWLOON

WHARF AND GODOWN COMPANY, LIMITED, will

be held at Messrs JARDINE, MATHESON & Co.'s OFFICE, Pedder Street,

Victoria, Hongkong, on THURSDAY, the

22nd day of September, 1904, at 12.15 P.M.,

when the subjoined Resolutions which were

passed at the Extraordinary General Meet-

ing of the Company held on the 31st day of

August, 1904, will be submitted for con-

firmation as Special Resolutions:—

1.—That the Capital of the Company

be increased from \$1,500,000 to

\$2,000,000 by the creation of 10,000

New Shares of \$20 each.

2.—That such New Shares be issued at a

premium of \$30 per Share and be

offered to those persons who are

registered as Shareholders of the

Company on 1st October, 1904, in the

Proportion of One New Share

for every complete Three Shares

held by them on 1st October, 1904.

3.—That the amount due for the New

Shares shall be called up on 31st

December, 1904.

Dated the 2nd September, 1904.

By Order of the Board,

EDWARD OSBORNE,

Secretary.

1873

**NOTICE CONVENING SECOND**

EXTRAORDINARY GENERAL MEET-

ING OF THE COMPANY.

**THE NATIONAL BANK OF CHINA,**

LIMITED.

NOTICE IS HEREBY GIVEN THAT AN

EXTRAORDINARY GENERAL

MEETING OF THE ABOVE-NAMED COMPANY

will be held at the BANK PREMISES,

Queen's Road, Victoria, Hongkong, on

THURSDAY, the 24th day of September,

1904, at 12 o'clock Noon, when the Resolu-

tions set out below which were passed at the

Extraordinary General Meeting of the

Company held on the 3rd day of September,

1904, will be submitted for confirmation as

a Special Resolution.

**RESOLUTION.**

'That the Capital of the Company be

reduced from \$1,000,000, divided into 750

Shares of \$1 each (Founders' Shares), and

99,925 Shares of \$10 each (Ordinary

Shares), to \$289,475, divided into 99,925

Shares of \$2 each; and that such reduction

be effected by writing off the whole amount

paid or credited as paid on each of the 750

Shares of \$1 each and cancelling those

Shares, and by writing off of \$3 per Share,

part of the sum of \$3 per Share which has

been paid or credited as paid on the 40,453

Shares of \$10 each which have been issued,

and by reducing each of the 99,925 Shares

of \$10 each to a Share of \$7.

By Order,

GEO. W. F. PLAYFAIR,

Chief Manager.

Hongkong, September 7, 1904. 1849

**NAM SING,**

U. S. ARMY TAILOR,

47, QUEEN'S ROAD CENTRAL.

BRAND NEW STOCK IN HAND.

Hongkong, September 3, 1904. 1693

**To Let.**

**TO LET.**

A Nicely FURNISHED BEDROOM,

from Clock Tower. Two Minutes

Apply to 'M.'

Hongkong, September 2, 1904. 1652

**TO LET.**

NO. 5, SALISBURY AVENUE, Kow-

loon. Possession from 1st October.

Moderate Rental.

NO. 6, GRANVILLE AVENUE. Im-

mediate Possession—Moderate Rental.

THREE FIRST-CLASS SHOPS, Euro-

pean Style, in Kowloon. Possession on or

about 1st August, 1905.

Moderate Rentals.

Apply to

HUMPHREYS' ESTATE & FINANCE

CO., LTD.

Hongkong, September 6, 1904. 848

**TO LET.**

**TO LET.**

NO. 52, HOLLYWOOD ROAD.

WILD DELL BUILDINGS, No. 147, Wan-

chai Road. Comfortable and Airy Flats

of 2 or 3 Rooms, from \$25 inclusive of

Taxes.

And others to suit various requirements.

S. A. SEIB,

LAND & ESTATE BROKER,

DAIRY FARM CO.

Hongkong, July 14, 1904. 1607

**TO LET.**

**TO LET.**

FINE LARGE STORE, IN QUEEN'S

ROAD CENTRAL. Most Central

Position.

Apply

Care of 'CHINA MAIL' Office.

Hongkong, September 5, 1904. 1637

**TO LET.**

**TO LET.**

NO. 4, KNUXTSFORD TERRACE,

Kowloon.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, September 10, 1904. 1604

**TO LET.**

**TO LET.**

STONEHAVEN, 35, Robinson Road,

Containing 6 VENTILATED ROOMS,

with Kitchen, Servants' Quarters, and a

Separate Tennis Court. Possession 1st

September.

Apply to

SAM WANG & CO., LD.

Hongkong, August 3, 1904. 1601

**TO LET.**

**TO LET.**

NO. 1, STEWART TERRACE, The

Peak.

Apply to

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LD.

Hongkong, March 26, 1904. 1602

**TO LET—IMMEDIATELY.**

**TO LET—IMMEDIATELY.**

A 4-ROOMED HOUSE, with 2 Bath-

rooms, etc., on ROBINSON ROAD, for

1, 2, or 3 Months. Moderate Rent.

Apply

Care of 'CHINA MAIL' Office.

Hongkong, September 10, 1904. 1603

**TO LET.**

**TO LET.**

NO. 1, STEWART TERRACE, The

Peak.

Apply to

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LD.

Hongkong, March 26, 1904. 1602

**TO LET—IMMEDIATELY.**

**TO LET—IMMEDIATELY.**

A 4-ROOMED HOUSE, with 2 Bath-

rooms, etc., on ROBINSON ROAD, for

1, 2, or 3 Months. Moderate Rent.

Apply

Care of 'CHINA MAIL' Office.

Hongkong, September 10, 1904. 1603

**TO LET.**

**TO LET.**

NO. 1, STEWART TERRACE, The

Peak.

Apply to

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LD.

Hongkong, March 26, 1904. 1602

**TO LET—IMMEDIATELY.**

**TO LET—IMMEDIATELY.**

A 4-ROOMED HOUSE, with 2 Bath-

rooms, etc., on ROBINSON ROAD, for



**Intimations.**  
A. S. WATSON & CO., LIMITED.  
ISSUE OF 30,000 NEW SHARES OF  
\$10 EACH.

**DINNEFORD'S**

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
sour Eructations, Bilious Affections.

**DINNEFORD'S**

**MAGNESIA**

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

Safest and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females  
and the  
Sickness of Pregnancy.

**PURSUANT** to Resolution of the General Managers of the S. Watson & Co. Limited, they invite applications from the Shareholders of the Company for the issue of 30,000 New Shares of £10 each at Premium of 10 per cent or £11 a Share.

Each Registered Shareholder entitled to the day of September 1904, applying for the New Issue, shall be entitled to one share for every ten shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue may be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of £11 per Share will be payable on application.

THE BOOKS OF THE Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is £600,000, divided into 60,000 Shares of £10 each, and the New Issue represents an increase of the Capital of the Company to £900,000 divided into 90,000 Shares of £10 each.

The whole of the premium received from the New Issue will be placed in the Creation of the Permanent Loan Fund.

The New Issue will rank for Dividend for the three months ending 31st December 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices at Alexandra Buildings, or at the Hongkong and Shanghai Banking Corporation Hongkong, Shanghai, and London.

**JOHN D. HUMPHREYS & SONS**  
*General Managers.*

Name.	Class	Tons.	(Guns.)	L.H.P.	Captain.	Last reported as
Alacrity	despatch-vessel	1730	12	3900	Comdr. Richard M. Harbord	Weihaifu
Albion	battleship, 1st class	12,350	43	13,500	Captain Sydney R. Fremantle	Weihaifu
Algerine	cruiser, 1st class	1,050	6	1400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Weihaifu
Andromeda	cruiser, 1st class	11,000	16	18,500	Capt. R. N. Oummahney	Weihaifu
Bramble	gunboat, 1st class	710	6	1800	Lieut.-Com. O. M. Makins	Weihaifu
Britomart	gunboat, 1st class	710	6	1800	Lieut.-Comdr. T. D. Pratt	Yangtze
Cantonian	battleship, 1st class	10,100	14	13,900	Captain Fegan	Weihaifu
Cassidy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Weihaifu
Cherob	water tank and tug	390	—	370		Hongkong
Exigile	torpedo boat	1070	10	1400	Comdr. Ernest Barton	Hongkong
Fame	torpedo boat destroyer	320	—	6700		Weihaifu
Fearless	cruiser, 3rd class	1580	12	3200	Comdr. P. V. Lewes, D.S.O.	Shanghai
"Glorious"	battleship, 1st class	12,950	16	13,500	Captain Hon. Walter G. Stopford	Weihaifu
Handy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000		Weihaifu
Humber	storeship	1640	—	800	Lieut.-Comdr. F. M. Rindere	Shanghai
Iphigenia	cruiser, 3rd class	3600	17	9000	Captain W. B. Fauchner	Taku
Janus	torpedo boat destroyer	280	6	3800	Lieut.-Comdr. A. Gregory	Yangtze
Kineba	river gunboat	14,100	18	31,682	Lt.-Comdr. O. P. Metcalfe	Weihaifu
Leviathan	cruiser, 1st class	180	2	600	Captain Francis G. Kirby	West River
Moorhen	river gunboat	12,350	18	13,500	Lt.-Comdr. F. B. Noble	Weihaifu
Ocean	battleship, 1st class	350	6	6300	Captain T. G. Great	Hongkong
Outer	torpedo boat destroyer	1015	6	1400	Reserve	Changhai
Phoenix	surveying-vessel	835	6	650	Commander John Nicholas	Loiban
Rambler	ship	950	10	1400	Comdr. C. E. Mouru	Straits Division
Rinaldo	river gunboat	85	2	240	Com. D. St. A. Wake	West River
Rim	ship	680	6	1400	Lt.-Com. B. E. Vaughan	Hongkong
Rosario	sloop	85	2	240	Comdr. Vivian	West River
Sandpiper	river gunboat	3600	6	9000	Lt.-Com. H. T. Attay	Hongkong
Strius	cruiser, 2nd class	65	2	240	Capt. C. H. H. Moore	Yangtze
Snipe	river gunboat	250	6	6500	Lt.-Comdr. Davidson	Weihaifu
Taku	torpedo boat destroyer	4560	6	—	Fleet Reserve	Hongkong
Tamar	surveying ship	180	2	800	Commodore Dicken	Yangtze
Teal	river gunboat	3400	6	9000	Lt.-Comdr. R. V. Dugmore	Weihaifu
Thetis	cruiser, 2nd class	363	3	220	Capt. J. A. C. Vaughan	Yangtze
Tweed	coal defence gunboat	14,350	16	13,500	Lieut.-Comdr. B. B. Kaste	Weihaifu
Vengeance	battleship, 1st class	350	6	1400	Capt. Leslie Stuart, C.M.G.	Shanghai
Vestal	sloop	355	6	6300	Comdr. S. St. John Farquhar,	Hongkong
Virago	torpedo boat destroyer	320	—	450	Reserve	Weihaifu
Waterwitch	surveying ship	360	6	7000	Comdr. Ernest C. Hardy	Weihaifu
Whiting	torpedo boat destroyer	151	2	500	In Reserve	Weihaifu
Woodcock	river gunboat	151	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	151	2	500	Lieut.-Com. Wascos	Upper Yangtze

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.  
+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	Ports.
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	23	8000	Captain Mirtl	Japan
Ascherson	French armoured gunboat	1796	10	1700	Comdr. Lafferriere	Salgon
Asconette	French gunboat	800	7	400	Lieut. A. Varney	Salgon
Argus	French gunboat	123	—	500	Lieut. Orespin	Canton
Aspic	French gunboat	475	3	450	Lieut. Journe	Salgon
Avalanche	French gunboat	140	5	150	—	Haiphong
Bengali	French cruiser	580	6	400	—	Tourane
Bugoud	French gunboat	3740	23	8000	Capt. Lebrze	Salgon
Chasse-tete	French gunboat	140	5	150	—	Salgon
Chasse-tete	French cruiser	8018	18	17,000	Captain V. Poidlone	Hongay
Comodore	French gunboat	523	4	438	Commander Louel	Haiphong
Comode	French gunboat	890	10	300	Commander L'East	Shanghai
Dacide	French gunboat	4000	31	9500	—	Salgon
D'Aussant	French gunboat	—	—	—	Lieut. Jehonne	Shanghai
Estoc	French destroyer	350	7	303	—	Shanghai
Fronde	French cruiser	9370	36	20,200	—	Haiphong
Gueydon	French gunboat	—	—	—	Lieut.-Comdr. Beaussant	Shanghai
Henri Riviere	French destroyer	307	7	370	Commander Le Gollere	Shanghai
Javoline	French gunboat	1250	11	2500	Captain Cros	Shanghai
Kernant	French gunboat	9700	12	19,400	Capt. Houret	Shanghai
Montcalm	French cruiser	—	—	—	Comdr. Senne	Salgon
Olry	French gunboat	4016	27	5500	—	Salgon
Escal	French cruiser	9437	8	6071	Capt. Vincini	Salgon
Redoutable	French cruiser	1796	10	1700	Captain Guibertau	Shanghai
Stryx	French cruiser	9856	—	20,000	Lieut. Holgo	Shanghai
Sully	French gunboat	623	2	400	—	Yantai
Surprise	French gunboat	—	—	—	Captain Blondal	Salgon
Taking	French gunboat	1150	23	4560	Lieut. Carol	Hongkong
Vaguan	French cruiser	123	7	500	—	—
Vigilante	French gunboat	—	—	—	—	—
Bussard	German cruiser	1857	15	2900	Comdr. Huss	Shanghai
Fatherland	German cruiser	17700	36	14,000	Capt. Von Buelow	Shanghai
Furst Bismarck	German flagship	11,000	16	2800	Captain Prowe	Shanghai
Geier	German cruiser	1776	34	10,000	Comdr. von Studnitz	Teintau
Hansa	German cruiser	6250	37	10,000	Capt. Schroeder	Kiautschow
Hertha	German cruiser	1009	10	1300	Capt. Baron Schimmelfennig	Hongkong
Ulla	German gunboat	300	10	1300	Comdr. Wilbrandt	Shanghai
Jaguar	German gunboat	850	10	1344	Comdr. Kroencke	Shanghai
Luchs	German gunboat	1008	8	875	Comdr. von Grambow	Maifu
Möwe	German gunboat	1840	15	2900	Comdr. Perle	Teintau
Seeader	German cruiser	2660	24	8000	Capt. Voigt	Shanghai
Theia	German cruiser	900	10	1300	Comdr. Deinling	Amoy
Tiger	German gunboat	170	5	1300	Comdr. Giebbert	Canton
Teintau	German gunboat	—	—	—	Lieut. Scharf	Shanghai
Vorwarts	German gunboat	—	—	—	—	—
Elba	Italian cruiser	2300	10	7471	Captain Breschi	Singapore
Marco Polo	Italian cruiser	3600	—	—	Captain Forster	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pescetto	Chernung
Adamastor	Portuguese gunboat	1980	14	4000	Captain d'Antes Ribeiro	Shanghai
Diu	Portuguese gunboat	720	20	6000	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3215	30	6000	Capt. Manuel Vasco de Carvalho	Shanghai
Alouet	Russian gunboat	810	6	780	Comdr. Guintr	Yadiv
Amur	Russian cruiser	2600	5	4700	Capt. Grasmackhoff	Port Ar
Askold	Russian cruiser	6000	27	24,000	Capt. Reitzschstein	Shanghai
Bayan	Russian cruiser	7800	10	16,500	Comdr. Erjckovitch	Port Ar
Bobre	Russian gunboat	1050	12	19,500	—	—
Bogatyr	Russian cruiser	6640	6	8000	Capt. Nasarowsky	Salgon
Diana	Russian cruiser	6731	3	1700	Comdr. Yonoff	Port Ar
Dilichit	Russian gunboat	1466	9	3500	Comdr. Zagorany	Port Ar
Gaidamak	Russian gunboat	590	9	2000	Capt. Jossen	—
Grometichy	Russian gunboat	12,384	44	14,500	Comdr. Shumof	—
Kremlobol	Russian gunboat	1000	6	1000	Commander Crown	—
Guilak	Russian gunboat	1284	7	1400	Comdr. Vasiloff	Shanghai
Mandjour	Russian gunboat	3900	6	17,000	Captain Korolev	Shanghai
Novik	Russian gunboat	1450	6	2000</		

Date	Ship	Cargo	Destination	Mail		Due.
				Due London		
				About.		
	14	G. M. S. Greifswald	Hamburg	Oct.	15	Oct. 26
"	20	M. M. Ernest Simon	Marsell	"	19	" 18
"	24	P. & O. Nubia	London	"	23	" 30
"	28	C. M. S. Bayern	Bremen	"	27	Nov. 8
Oct.	31	M. M. Australasia	London	Nov.	2	" 1
"	12	P. & O. Bengal	Hamburg	"	6	" 13
"	18	G. M. S. Sachsen	Marsell	"	16	" 22
"	22	M. M. ....	London	"	20	" 27
"	28	P. & O. Malta	Bremen	"	25	Dec. 8
"	36	G. M. S. Zieten	Marsell	"	30	" 11
Nov.	1	M. M. ....	Marsell	Dec.	4	" 20
"	5	P. & O. Comorandel	Hamburg	"	8	" 24
"	9	G. M. S. Prinz Alice	London	"	12	" 28
"	19	P. & O. Simla				

DEPT.	STEAMER.	DESTINATION.	DEPT.
Sept. 14	P. & A. Aragonia	Portland, O.	Oct. 1
" 15	P. M. S. China	San Francisco	" 2
" 27	P. M. S. Davie	San Francisco	" 3
Oct. 1	N. P. L. Tremont	Yucoma	Nov. 1
" 8	P. M. S. Siberia	San Francisco	" 2
" 14	P. & A. Naveau	Portland, O.	" 3
" 20	P. M. S. Copie	San Francisco	" 4
Nov. 1	do	do.	" 5
" 19	do	do.	Dec. 1
" 22	do	do.	" 2
Dec. 3	do	do.	" 3
Jan. 15	do	do.	" 4
" 27	do	do.	" 5
1906			" 6
Jan. 19	do	do.	" 7
" 31	do	do.	" 8
Feb. 1	do	do.	" 9
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DEF.	STEAMER.	DESTINATION.	DUR.
Sept. 21	C. P. R. Empress of Japan	Vancouver.	Oct.
Oct. 12	do. Athenian	do.	Nov.
" 19	do. Empress of China	do.	Dec.
Nov. 2	do. Tartar	do.	Jan.
" 16	do. Empress of India	do.	Feb.
Dec. 14	do. Empress of Japan	do.	Jan.
" 28	do. Athenian	do.	Feb.
" 1905	do. Empress of China	do.	Mar.
Jan. 11	do. Tartar	do.	
Jan. 25	do. Empress of India	do.	
Feb. 8			

DEP.	STEAMER.	DESTINATION.
Sept. 19	C. N. Changsha	Sydney
" 17	E. & A. Eastern	do.
" 30	C. N. Chingtu	do.
Nov. 15	E. & A. Australian	do.
" 16	C. N. Tsinan	do.
" 16	E. & A. Empire	do.
" 25	C. N. Talyuan	do.
		do.]
Dec. 9	C. N. Changsha	do.
" 14	E. & A. Eastern	do.
" 23	C. N. Chingtu	do.
" 1908		do.
Jan. 11	E. & A. Australian	do.
" 20	C. N. Talyuan	do.
" 21	E. & A. Empire	do.
Feb. 8	C. N. Tsinan	do.
" 11	E. & A. Eastern	do.
Mar. 8	" Australian	do.
April 5	" Empire	do.
May 3		

A TERRIBLE POSSIBILITY!

**S**UPPOSE the operations of a railway goods yard went wrong. Trucks from the north were shunted on to the south; line goods for Shanghai bunched up at Canton express. Wouldn't there be chaos until organized? Would it be right? Now, if you have indigestion, yur 'goods centre' is disorganized. 'Goods'—or rather nourishment, which should be sent to the lining, is sent to the intestines. Such business which should be expelled to the body altogether, are turned on to the main line, or, in other words, turned into the blood and allowed to run throughout the whole system. The blood is poisoned, causing headache. The liver is thrown out of order, and the bile elements are forced aside. The stomach which is starved from the blood. The stomach is filled with decomposing food, destroying all appetite, and giving rise to gases which distend the organs and cause intense pain. Bile, the organ and cause intestine. Bile, thus applied to a system in this state, quickly correct it. They gently open the bowels and clear the system of gathered impurities. Then they tone up the stomach to resume its functions; the liver, which in turn purifies the blood; prevent fermentation of wind, and end flatulence.

The well known Manx author, Mr. O. Frederick Wilson (author of "The Missing Will," "A Woman's Life," "Trump Cash," "Concetta's Daughter," "Love and Life," etc.), writes: "I recently suffered severely from indigestion. Wind also troubled me to such an extent that after food my body was almost quite swollen. A friend, who is an expert on board ship, 'Medic,' asked me why I did not try bile beans. On his recommendation I did so, and the result was most satisfactory. I am now cured, and as well as that, I was in my life. I am convinced of the excellency of bile beans, if you can make full use of this letter, it is of my value useful to others."

All who suffer from indigestion should find it useful, as pointing to a cure of this terrible disorder. Bile beans are "purely vegetable, mixed to the most delicate composition, mild, yet effective." Do not accept worthless substitutes for the imitations.

Charles Foido's Bile Beans for Biliousness are a cure for indigestion, jaundice, weakness, female ailments, heat, fat, neuralgia, lumbago, rheumatism, difficulty of micturition, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, faintness, pimples, skin eruptions, haemorrhoids, having a common origin in impurity of blood, a general congestion of the system and loss of vital force.

OF ALL CHEMISTS AND MEDICINE VENDORS.

At 25c a box (Max.) per bottle.

No. 54, QUEEN'S ROAD CENTR  
(Premises formerly occupied by Mess  
C. J. GAUR & Co.),  
**High-class Tailors & Outfitter**  
**Shirt and Breeches Makers**

**FIT.** Quality, Workmanship Guaranteed.  
PRICES VERY MODERATE.  
NOW SHOWING:—New Lot of ST  
HATS, FELT HATS, PANAMAS, UMBRELL  
WALKING STICKS, BOOTS and SHOES,  
&c. &c.

TELEPHONE No. 467.  
Hongkong, August 4, 1904.

## NOTICE TO SHIPPERS

**THE NIPPON YUSEN KAISHA**  
prepared, during suspension of  
Trans-Pacific Service and until fur-  
notice, to Book Cargo and Passenger  
Leading to SEATTLE, WASH.,  
TORIA, B.C., and PACIFIC COAST  
PORTS, also to OVERLAND PO-  
in the UNITED STATES and CAN-  
in connection with the GREAT NO-  
ERN RAILWAY from SEATTLE  
hitherto, by the Steamers of the NO-  
ERN PACIFIC S.S. COY., the BO-  
STEAMSHIP and THROUGH  
OCEAN S.S. COY. and CHINA MU-  
S.N. COY.

**ZETLAND HOUSE.**

20  
31  
13  
24

**SUPERIOR ACCOMMODATION**  
(Opposite Connaught House)  
No. 10, QUEEN'S ROAD CENTRAL  
**MODERATE CHARGES.**  
MISS WATLING, Proprietress

## KING EDWARD

## HOTEL.

**A HIGH-CLASS PRIVATE  
HOTEL.**  
Ladies: Afternoon Tea Rooms.

Hot and Cold Water throughout.

Electric Fans (if required)  
Electric Passenger Elevator to a  
Table D'Hote at Separate Table  
For terms, &c., apply to the

Hongkon June 10, 1902.

THE RAMSGATE OF HOMER  
METROPOLE HOMER  
THREE Miles out on the S  
Road—Electric Trams pass

The popular resort of the Colony, offering a Charming Seaside Situation

commanding the most extensive  
Harbour and Rowleen Penins  
There is Accommodation  
Boarders.

GOOD SEA BATH

QUALITY ONLY.

Oct.	2	<b>PRIVATE TIFFINS AND</b> <b>Prepared in First-class Style</b> notice. <b>Dinner Parties and Picnics</b> <b>JAS. O.</b>
"	8	
"	23	
Dec.	5	
"	9	
"	7	

Hongkong, August 14, 1951

Feb. 18  
Feb. 12  
Mar. 1  
" 5  
" 10

TANG YU  
BOARDING ESTABLISHMENT  
Splendid View of  
No. 18 MACDONNELL

Apply to the \_\_\_\_\_  
OF \_\_\_\_\_

At FAIRBANKS, Alaska  
Opposite Hotel  
Hongkong, June 10, 1964



ADVERTISING: "ACHEE," HONGKONG.  
- 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ESTABLISHED 1859.  
**A CHEE & CO**

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QUEEN'S ROAD,  
HONGKONG.

**Furniture  
Dealers.**

DINING ROOM,  
KITCHEN ROOM,  
BED ROOM  
FURNITURE

ELECTRO-PLATED,  
SILVER and  
CHINA WARE

MASTER'S MICROBE-  
PROOF FILTERS,  
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TOWELS and  
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COOKING RANGES,  
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and HOUSEHOLD  
REQUISITES.

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LIMITED.

**SMART  
DRESSMAKING**

Latest  
FRENCH,  
ENGLISH,  
and  
AMERICAN  
FASHIONS.

CUT, FIT,  
and STYLE  
GUARANTEED.

**WM. POWELL, Ltd.**  
(The Centre of Fashion)

**ALEXANDRA  
BUILDINGS.**

TRADE MARK.  
TELEPHONE No. 135.  
**THREE PLACED WHISKIES:**

1st - **KING EDWARD VII.**  
VERY OLD LIQUEUR -  
Gold Label ..... \$22.00

2nd - **KING EDWARD VII.**  
LIQUEUR  
White Label ..... \$16.50

A Good 3rd -  
**'CLUB'** ..... \$15.00  
A Whisky that is perfect with 'TAN.'  
SAN Water.

SOLE AGENTS:  
**H. PRICE & CO.,**  
10 Queen's Road Central.

**MEMOS. FOR TO-MORROW.**  
Auction.

10 a.m. - Auction of Sundry Naval Vessels, including Obsolete and Condensed Stores, &c., at H.M. Naval Yard.

General Memoranda.  
10 a.m. - September 12 -  
Goods per *Glendalough* not cleared in this date subject to rent.

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**BIRTH.**  
At 41 Grange Road, Singapore, on 5th Sept., the wife of Dr. Geo. B. Smitz, of a Daughter.

**MARRIAGE.**  
At the Wesleyan Chapel, South Cheriton, on 10th August, by the Rev. Herbert Butler, cousin of the bride, Alex. Bain, Singapore, to Esau KATZLER, daughter of John Benfield, Cheriton, Somerset.

**DEATH.**  
On the 2nd Sept., at Batu Gajah, ALFRED GUN.

**The China Mail.**  
HONGKONG, TUESDAY, SEPTEMBER 13, 1904.

**THE CHURCH CRISIS IN SCOTLAND.**

At the present moment the important question at issue between the General Assembly of the Free Church of Scotland and others and Lord Overton and others is creating world-wide interest. In 1843 many Ministers and members of the Church of Scotland seceded from that Church and formed a body called the Free Church of Scotland. The cause of the secession was the judgment in the case of 'Presbytery of Auchterarder v. Earl of Kinnoull,' which decided that lay patrons could force on a parish a minister against the will of the congregation. The seceders maintained intact the tenets of the Church of Scotland. One of those tenets was that it was the duty of rulers to provide means to support a National Church. In other words, they adhered to the principle of an Establishment, though by their action of seceding they disavowed State control in spiritual affairs. Another fundamental principle of the Free Church standard was the Calvinistic doctrine of predestination. Prior to the disruption of 1843 there had been two secessions on other grounds from the Church of Scotland. In 1847 these two bodies of seceders amalgamated under the name of 'The United Presbyterian Church.' This body's tenets differed from the tenets of the Free Church of Scotland in important points. The United Presbyterian Church was a voluntary association, i.e. it repudiated the notion of an Establishment; and this was the main, if not the only, ground on which the original two secessions from the Church of Scotland had been based. Again, the United Presbyterian Church adopted the Arminian as opposed to the Calvinistic doctrine of predestination. Thus we see that the Free Church of Scotland and the United Presbyterian Church differed upon the two essential points of first, the connection between Church and State, and next, the doctrine of predestination. Between 1850 and 1900 several attempts had been made to fuse these two Churches which were offshoots from the same parent Church of Scotland, but such attempts were unsuccessful until 1900. In that year the negotiations for union culminated in what was called a uniting Act. 'Upon the passing of this uniting Act the majority of the members of the General Assembly of the Free Church, having withdrawn to the Waverley Market, Edinburgh, united along with members of the Synod of the United Presbyterian Church there assembled, to form a new religious association under the name of the United Free Church of Scotland. As incidental to the union proceedings, the majority of the General Assembly of the Free Church of Scotland, on October 30, 1900, and the General Assembly of the United Free Church of Scotland, on October 31, 1900, professed to pass acts appointing the defenders Lord Overton and others to be general trustees to hold, *inter alia*, the property formerly held by the trustees of the Free Church of Scotland, as now alleged to belong to the United Free Church of Scotland for behoof of the United Free Church of Scotland. The Rump of the General Assembly of the Free Church protested against and dissented from all the acts relating to the union as *ultra vires* and unconstitutional. The property of the Free Church purporting to be transferred to trustees on behalf of the United Free Church, consisted of real estate of considerable value and of personality amounting to over £1,000,000, all of which had been given or acquired for the maintenance and support of that Christian association which held the principles and faith of those who came out from the Church of Scotland and described themselves as the Free Church of Scotland. The dissenting minority of the Free Church, known as the 'Highland Host,' brought an action against Lord Overton and the other trustees asking for a declaration to the effect (1) that the union was invalid, (2) that Lord Overton and his co-trustees had no title to property of the Free Church, (3) that the pursuers were the only lawful representatives of the Free Church and had sole right to its endowments. The defenders, on the other hand, alleged that the union was no infringement of the constitution of the Free Church; that the standards of the two Churches were virtually identical; that it was within the powers of a voluntary society like the Free Church to modify its standards under what was known as the Barrier Act, 1667; that there was no special trust for the pursuers or those whom they represented; and that the union being lawful and competent, the pursuers had ceased to have any right in the property of the Free Church. The action came first before the Lord Ordinary (Lord Low) and then was taken on appeal up to the Second Division of the Court of Session, constituted of the Lord Justice Clerk (Lord Kingsburgh), Lord Young and Lord Macnaghten. The Lord Justice Clerk affirmed the interlocutor of the Lord Ordinary dismissing the action. From the Court of Session the matter was carried to the House of Lords as the Final Court of Appeal, where it was twice argued, on each occasion for a

period of about eight days. Seven Lords of Appeal gave written judgments, five in favour of reversing the decision of the Court of Session, two in favour of affirming that decision. The Lords of Appeal who reversed the decision of the Scottish Judges were Lord Halsbury (Lord Chancellor), Lord Davey, Lord James of Hereford, Lord Robertson and Lord Alverstone (Lord Chief Justice of England). Their Lordships who affirmed the decision below were Lords Macnaghten and Lindley. Many and very eminent counsel were retained, and at the end of his speech Lord Halsbury said: 'I cannot conclude without expressing how much we are indebted to the learned Counsel on both sides for their most able and learned argument.' Lord Macnaghten said: 'My Lords, everyone I think must feel that the consequences of your Lordships' decision to-day for good or evil will be far-reaching and of momentous importance—grave, I think, and more serious than the consequences of any decision in which it has been my lot to take part, and the argument addressed to Your Lordships has been worthy of the occasion.' Their Lordships properly abstained from pronouncing upon the orthodoxy of the views held on Establishment or Predestination by the Free Church and the United Free Church. They found by a large majority of their numbers that the standards of the two Churches differed fundamentally on the two matters of Establishment and Predestination, or perhaps it is safer to say that they found that the United Free Church allowed latitude of view upon those two points which, on the other hand, were not principles of the Free Church. The result was that funds and property accumulated for the maintenance of the Free Church and its rigid doctrines were being utilised on behalf of the United Free Church which made the same principles optional. And the basis of the judgments of the majority of the Lords of Appeal was this, that 'there is nothing in calling an associated body a Church that exempts it from the legal obligation of insisting that money given for one purpose shall not be devoted to another. Any other view would be fatal to the existence of every Non-conformist body throughout the country' (per Lord Halsbury). Of course judges decide only the actual points in litigation before them; yet it would be interesting to know the views of the House of Lords if the question arose whether the unanimous vote of the General Assembly of the Free Church could operate to vest in a fresh United Church which held different doctrines or principles, property purchased or collected or given to maintain the Free Church on its original doctrinal basis. But the question is not likely to arise, because, in the presence of unanimity, who would be left to raise the question? We are indebted to the *Times* Law Reports for the gist of, and the quotations employed in, this article.

**LOCAL AND GENERAL.**

**Notes by the Way.**  
Officials in the Philippines are continuously embellishing the insular funds. The Commissary officer of the Benguet Road, Jose M. Hazeltine, has now been arrested owing to a suspicious shortage in his accounts.

It is reported that Capt. J. Keithly, who was in command of the Philippine Constabulary at the St. Louis Exposition, is a fugitive from justice, having embezzled \$300,000 gold. The Captain is said to have been a good fighter and the hero of many a daring battle.

During the war in South Africa the grand total of ammunition sent out to South Africa from Woolwich was 131,074,000 rounds. Of this, 16,000,000 rounds were brought back in a perfectly good condition, and 5,295,254 rounds in an imperfect or doubtful condition, as the result of rough use and exposure to wet.

**The French Mail.**  
M. G. de Champeaux, local Manager of the Messageries Maritimes, reports that he has received information from Saigon to the effect that the French mail steamer *Australien* has been delayed in the river, and was unable to leave at the scheduled time. She is expected to arrive here tomorrow. The recent typhoon no doubt delayed the steamer.

**Counterfeit Coins.**  
A Chinese woman was charged, at the Magistracy, this afternoon, with having had £120 worth of counterfeit 20-cent coins in her possession. It was alleged that she gave the \$160 worth of coins to a coolie in exchange for four \$10 notes, but the defendant, who was represented by Mr. Otto Kong Sing, denied all knowledge of them. The case was proceeding when our report closed.

**In Aid of the Wounded.**  
The Chinese in Sydney propose to have a series of entertainments in the form of a Chinese village to help to buy comforts for the suffering in the Russian and Japanese hospitals. Quite a number of Sydney ladies are taking up the idea, and everything Chinese or Japanese is being bought up rapidly. One stall thought out by Australian girls is to be in the form of a ricksha, while the stallholders are to be dressed in blue and pink kimonos, with hair braided over the temples.

**An Accident.**  
A gang of about thirty coolies were engaged this morning taking a large coil of electric lighting cable from the lower levels up the Peak road. The pull up the hill near the Peak Tram Station caused the men to the utmost, notwithstanding the fact that block and tackle were employed, and the truck, on which the coil was being moved, broke away from the coolies and ran back, breaking a cast-iron pole. The truck was stopped before any other damage was done.

**China and the Vatican.**  
The *Universal Gazette* in its leading article on September 8 urged the Peking Government to appoint a special representative to the Vatican as there are many important questions daily arising in connection with the Roman Catholics in China who are represented all over China. Although at present the French authorities deal with the affairs of the Roman Catholics in China yet most of the Roman Catholic priests are not French subjects, and now the French Government no longer has friendly relations with the Vatican and so China had better deal with the Roman Catholics through the Vatican instead of the French Government.

**The Y.M.C.A. Club.**  
One of the greatest successes of the bathing season now drawing to a close has been the bathing club organised by the Y.M.C.A., under the capable direction of Mr. R. S. Piercy, hon. secretary. At the end of the present month the bathing party will be discontinued, and to mark the occasion, a picnic and sports are to be held on Saturday, October 1. The party will leave Blake Pier about 2 p.m. and on arriving at the destination (at present unsettled) sports will be held. The events set are:—Swimming; quarter mile race; 100 yards handicap, diving from spring board, potato race, cock fight in life buoys. Athletic events: running on beach, quarter mile race; 100 yards handicap. If there is time after this programme is contested, a football match will be played.

**How to Avoid the Dangers of a Cold.**  
Everyone must realize the dangers attending a severe cold, and that it is always prudent to remain indoors until the danger is passed. Many, however, do not feel able to lose the time and will be interested in knowing that a severe cold may be broken up and all danger avoided by the prompt use of Chamberlain's Cough Remedy. It not only cures, but cures quickly and counteracts any tendency toward pneumonia. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

**Nothing Like Experience.**  
One truth learned by actual experience does more good than ten experiences one hears about. Tell a man that Chamberlain's Cough Remedy will cure cholera morbus, and he will most likely forget it before the end of the day. Let him have a severe attack of that disease, feel that he is about to die, use this remedy, and learn from his own experience how quickly it gives relief, and he will remember all his life. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

**Another Typhoon.**  
Mr. Edward S. Bragg, the American Consul-General, kindly notifies us that another typhoon is blowing to the east of South Luzon.

**Sam Newman Arrested.**  
Sam Newman, the pugilist, was arrested at Cheong on the request of the American consul at Tientsin and returned to Tientsin for trial before the Consular court, in charge of the U. S. marshal at Cheong. Newman is charged with fraud.—*Manila Advertiser.*

**Cannibalism.**  
The *Pacific* arrived at Noumea on August 26th from the New Hebrides. She reports that all on board the cutter *Petrel*, under Captain Dick Pontecost, who was returning with five of a black crew and two women, were murdered on July 19 by the kanakas of Auror Island, in the New Hebrides. The body of Captain Pontecost was cut up in small pieces and eaten by the natives. One black boy, who was saved by the cutter *Jules* (Captain Bladines) gave the history of the butchery.

**The Office.**  
The following story from the *Teller* is enough to destroy one's faith in bridge players.—Two ladies were partners at bridge during Holey week against two well-known rowing men. One of the ladies passed the make to her partner, who promptly declared diamonds. On her hand being put down it was found that it contained only two small diamonds. 'What on earth is the matter with you?' asked the dealer. 'I induced you to go diamonds on such a hand; you have only got two?' 'It's you who are to blame,' was the reply. 'Why did you touch your necklace?'

**A Foreign Settlement for China.**  
The foreign settlement at Chi-nan is to be established at Wan-li-kou outside the east gate. The area is to be six or two miles, from east to west and four or five from north to south. A Public Works Department has been opened in connection with the Bureau of Agriculture, Commerce and Art, to have charge of the necessary lands, etc., for the use of foreign and Chinese merchants and others who wish to establish themselves at this trading centre, which will soon become one of the leading commercial ports in Shantung. Tsoai Ho Chi-hsiao is the Director of the department above mentioned, and it is reported that the Governor has obtained permission from the Government to spend Ts. 300,000 to meet the initial expenses in connection with the opening of the port, which is voluntarily opened.

**Memoranda.**  
SATURDAY, September 24.—  
Noon-Meeting of The National Bank of China, Ltd., at the Bank Premises.  
WEDNESDAY, September 22.—  
Transfer Books of A. S. Watson & Co., Ltd., closed from this date to 8th October, inclusive.  
SATURDAY, October 1.—  
Fourth Meeting of Hongkong Gymkhana Club at Race Course.

## LOCAL AND GENERAL

## Notes by the Way.

Officials in the Philippines are continuously embellishing the insular funds. The Commissary officer of the Benguet Road, Jose M. Hazeltine, has now been arrested owing to a suspicious shortage in his accounts.

It is



## COOLIE IMMIGRATION.

## The 'Lothian' Ready to Sail.

Although there has been a considerable amount of opposition to the transportation of coolies from Hongkong to Durban shown in official circles in Canton, the agents have a sufficient number of healthy and able-bodied coolies at Lanchow to warrant them despatching another ship-load to South Africa. At the present time there are about 1,000 coolies ready to be shipped, and within the next day or two they will be transferred on board the s.s. *Lothian*, which has just left the hands of the Hongkong and Whampoa Dock Company, after being fitted throughout for her work. *Lothian* is not new to this class of work, for she has been engaged in conveying coolies to Mexico for the China Commercial Company. The number of coolies carried to Mexico, however, was but small, and did not at all try the carrying capacity of the ship. When she was chartered for the South African trade it became necessary to almost entirely refit her, and now she is quite a different ship.

The *Lothian* was a well-decked up, but the space fore and aft has been obliterated, and now she is a long, low ship. The new deck is made of wood, in place of iron, wood being cooler and more healthful than iron. No berths at all are allowed on the upper, which is reserved for promenade and exercising the coolies. On the lower deck and lower decks the berths for the coolies are built in, each berth being the regular size, six feet by two feet. On this system of measurement the *Lothian* is capable of carrying 2,600 coolies, in addition to which she has cargo space for about 4,200 tons.

Ventilation is well looked after, and sanitary precautions have been taken to ensure as far as possible a clean bill of health. A hospital containing 70 berths is placed on the upper part of the upper deck, in a place untroubled by coldness, and two doctors will be carried on the vessel. In addition to the number of 2,600, twenty rats, and ten sheep are provided for each of the two parties.

After a visit to the *Lothian* one leaves the ship impressed with the belief that the coolies will be well cared for during their stay on board, especially as they will be under the command of Captain J. C. Williamson, a man well known along the coast for his humanity and good nature. Mr. Thomson is the Chief Officer of the *Lothian*, and Mr. Wallace is the Chief Engineer, and both men are well known in their work.

## ST. GEORGE'S BUILDINGS.

## New Building on the Quay.

Building operations continue to be very active throughout the Colony, and on all sides new structures are being run up. Some of these are built on the most up-to-date plans and will be a valuable addition to the architecture of the city. The new building now nearing completion at the corner of Ice House Street and Connaught Road, which will be known as St. George's Buildings, is the property of the Hongkong Land Investment and Agency Company, Limited. It has a frontage to the Harbour of 70 feet and to Ice House Street of 160 feet.

It is a four-story building, designed by Messrs. Leigh and Orange, and is carried out under their supervision by Messrs. Kang On and Company of Hongkong. The style is classic, treated with restraint on the ground and first floors, where the absence of arches gives increased light and air to the offices. Richer effect is obtained on the second and third floors by the introduction of shields and foliated ornament in the spandrels between the arches.

On these floors the Roman Doric detail employed in the ground floor granite work, gives place to Ionic, while the bold treatment of the main piers, which are carried right through the elevation, breaks the design into well proportioned masses, with the necessary strength and solidity.

The various entrances to the offices are well-marked and the treatment of the rounded corners is original, the large pier at the corner of the side walk being omitted to gain light and air, while the continuity of the verandah is preserved on the upper floors.

The interior discovers some noticeable structural innovations, for instance, the efforts that have been made to eliminate vermin of all kinds.

Concrete and steel have been used for floors wherever possible, no wood joints or plates are in any case built into walls. Ceilings are omitted where not absolutely necessary, and where they are used the ventilator, backed with mosquito proof wire gauze, is so placed that the air is free to pass between floor and ceiling, and so avoid capture. All wood floors are of polished teak and there are no hollows behind skirtings and linings to harbour insects.

The servants' quarters are provided with ranges of rough conveniences on the ground floor with automatic flush. The whole of their rooms, stairs, kitchens, etc., are finished with cement rendering, and round angles, so that they can be thoroughly washed down, and walls, ceilings, and floors kept clean with the use of fire-spraying.

This portion of the block is fire-resisting, and the stairs, form a means of escape, and the lavatories, and conveniences are provided for the European occupants, with tiled floors, and modern fittings. Wood linings are omitted in all these in order to avoid accumulations of dirt and harbourage for insects.

The Government water supply is supplemented by a powerful pump for raising water from the well on the premises to the roof for sanitary purposes only in time of short supply.

All the rooms have fireplaces with carved teak mantels, tiled ovens, and hearths. The offices are fitted with teak counters and there is a large fireproof strong room on the first floor.

Canton marble is used for paving the verandah, while the ground floor has Deep Water Bay tiles in the stores, and English tiles in the halls and entrances. An electric light gives access to all floors. As has already been mentioned, this building will be occupied by Messrs. Shaw, James and Co., Gibb, Livingston and Co., and F. Blackhead and Co., and will probably be opened on October 1.

THE IDEA which some people have that chronic diarrhoea is incurable is a mistake. Chamberlain's Colic, Cholera and Diarrhoea Remedy not only gives immediate relief but will effect a permanent cure. It never fails and is pleasant to take. For sale by ALL DEALERS; WATKINS & Co., Ltd., General Agents.

## A CANTON CHAMBER OF COMMERCE.

## Protecting the Trade Guilds.

(From a Correspondent.)

CANTON, September 9.

It is reported here that the seventy-two hongs of Canton which cover almost every branch of Canton trade and manufacture have established a Sheng Mo Kok which, perhaps, is equivalent to a Chamber of Commerce.

Its business is to foster the various interests of the sundry trade guilds of the great city, and it is empowered to offer assistance to all who apply for it, and to deal with questions that refer to both the external and internal trade of the province.

The head office is in San Fu Tsun street, which is situated near the Roman Catholic Cathedral.

The Lieutenant Governor, whose name is Li, is the chairman of this body.

Each of the seventy-two hongs elects two members, and in addition sundry others have a seat on the body.

As one sees the vigorous efforts put forth here in the interest of trade, one cannot wonder that such a business chamber should have been formed.

## A BARQUE IN DISTRESS.

## Rescued by the 'Rubi'.

A typhoon was experienced round about the Philippines last week which caused some inconvenience to shipping. Amongst the vessels damaged was the American barque *Pratt* which was towed into Subic Bay by the Chinese steamer *Rubi*, while on her way to this port. The *Rubi* left Manila on Saturday afternoon and when off Subic Bay, on the west coast of Luzon, sighted a vessel flying the distress signal (N. C.) and with the American ensign up-side down.

The *Rubi's* course was at once altered to that which assistance could be rendered to the distressed vessel, and when she got within hailing distance it was seen that the ship was the *Pratt*, whose people said that her sails had been blown away and that her hull was half full of water. They requested the *Rubi* to come to her aid, and the Captain of the *Rubi* agreed to do this, and a boat was sent off to the *Pratt*, and it brought a few line back to the steamer.

The weather was rough at the time, with a heavy swell westward.

The tow was commenced at about 3 o'clock, but after an hour's work the line parted and the boat had to be sent off again, this time with a new line from the *Rubi*, and this having been made fast the barque was towed into a safe anchorage in Subic Bay, and the line cast off shortly after 7 o'clock. The *Pratt* was entirely manned by Filipinos, 22 in all, and carried two American passengers, one of whom, Captain Brown, acted as an interpreter between the officers of the *Rubi* and the *Pratt*.

The latter left Manila about Friday last week, having been chartered to save the American ship *Amelia* which was wrecked in the Philippines some little time ago, and had on board the necessary salvage gear and a quantity of sand ballast. It was the latter that caused the trouble in her hold coming to the sand becoming mixed with the water and choking the pumps. Some of her sails were blown away but she did not appear to have been very greatly damaged otherwise. She was, however, in a rather dangerous position when taken in tow by the *Rubi*, and had a strong wind sprung up she would probably have been driven ashore. The Filipino crew seemed to be badly frightened.

## GREAT FLOODS NEAR AMOY.

## Villages Washed Away.

## Terrible Loss of Life.

(From our Own Correspondent.)

Amoy, September 9.

The typhoon that passed close to Hongkong a fortnight ago and did so much damage, seems to have entered the line and then filled up just south of Amoy, for tales of destruction and ruin keep coming in from the country in that direction.

The West River (so-called, though it really is the West branch of the Dragon River) overflowed its banks to an unprecedented extent, causing the highest flood for more than 100 years.

In Chang-chow City the water stood higher than anyone has ever remembered, causing the fall of scores of houses with some loss of life; both the bridges are broken down, and nearly all the structures built on their piers were swept away. Not only at the river sides, but even inside the city walls, many houses collapsed entirely, in some cases carrying their inmates, who were on the roofs, down with them. An immense quantity of goods and produce was thus destroyed, and what not swept away was seriously damaged.

Further up the river large numbers of villages have suffered, while the Nam Ching River is practically wiped out, walls and houses and all. It is said that only two houses are still standing, and as regards the population, over 1000 people were drowned (though this may be an exaggeration) including every member of the District Magistrate's family except himself.

The damage to fields is of course very great, and the second rice crop will fare no better, apparently than the first. It was feared that this year the country would be favoured with a bumper rice crop and so resulted in a reduction in the price of rice, which has been so high for so long, but this second great flood will send the price up again, to the sorrow and detriment of thousands.

On the coast we have suffered as severely from the heavy rain, even though floods are impossible. Many Chinese houses, built of mud of too soft brick, just crumbled away and collapsed, and several foreign houses are a painful sight just now, having lost parts of their verandahs, exposing in some cases the rooms to the gaze of passers-by.

Walls have fallen all over Kulanow, and here and there landslides have occurred, which have jeopardized the houses near them. A walk round the island would make a stranger fancy some hostile fleet had been bombarding the place. Never before have the roads and paths been so cut up, deep long runs about which render the roads unsafe especially on dark nights.

And as for vegetation, it is simply rank; everything, trees and shrubs, weeds and grass, seems to have grown as much in one season as three would, have sufficed in ordinary years.

Let us hope all the rest of the typhoons that Manila exports so generously may give us a wide berth for the rest of the season. No more rain is needed for a good while to come.

## KONGMUN'S POSSIBILITIES.

## Opening Up the Trade.

(From a Correspondent.)

CANTON, September 9.

I have been informed that recently a Wai Up has been set to Kongmun to attend to the various matters that demand attention, consequent upon the opening up of this large trading mart to foreign commerce.

Of course, Kongmun is not a walled city, and, therefore, has not been ruled by a district magistrate; but with its increasing importance, it may be assumed that there are many matters that demand attention, and a deputy has been appointed, to avoid a large accumulation of arrears, which could hardly be avoided, if all matters were left to the San U Magistrate.

Moreover, the authorities have begun a line of telegraph from Canton to Kongmun direct, and, therefore, it is certain that the place is rising in importance. In fact it could not be otherwise, for not only is it the port, so to speak, of the largest city of the North, but it is the receiving and distributing centre for all trade between the 'Four Cities' and Hongkong.

## THE EX-MAGISTRATE'S FATE.

## Sentenced to Death.

(From a Correspondent.)

CANTON, September 9.

The Canton official, Pui King Fok, who was impeached here for excessive cruelty towards prisoners, and peculation of public funds, and whilst detained and awaiting his trial, escaped and fled, and it is reported, he has been condemned to death.

The Provincial Judge tried him, and several days were, I believe, devoted to his trial.

The excuse offered by Pui for fleeing to Macao was, that he did not wish to escape, but went yonder to raise funds to repay the sums which he had peculated.

Although he has been condemned to death, the sentence will not take effect, it is rumored, till his Excellency the Viceroy returns from Kwangsi. Meanwhile he will be detained in safe custody, and will have an opportunity of testing from the fact of his flight, what kind of treatment it is, with such indulgence, he meted out to others.

There is no doubt that he will be executed, though if the sentence is deferred till the Viceroy returns from Kwangsi and this is deferred till he has conquered the rebels, Pui may yet have some time to live.

## A STRUGGLE FOR THE MASTERY.

## How the Ricksha was Driven from Hongshan.

(From a Correspondent.)

CANTON, September 9.

Everybody knows that travelling in China is very slow, whatever is the method employed. Recently a serious attempt was made to introduce rickshas between the prosperous city of Hongshan and the many villages surrounding it. Some enterprising natives thought that they could carry on an honest penny—rather than with little risk and no labour. They, therefore, formed a company, and introduced some rickshas from Hongkong, which had been better days and which had become accustomed to jolting through long experience with Quee's Road. The spokes of the wheels were no uncommon thing, for a Chinese or two to be turned out into the paddy field, but this was a small matter, for it would take much more than this to upset the stolidity of the average Chinese. Besides which, he regarded this as part of the plan.

The introduction was, however, opposed, and the chair-bearers looked as sullen as Achilles in his tent.

Then the 'religiously inclined' feared that the good goddess Fung Shui would be angry, and the good influence would be upset when foreigners' carriages, with the wheels of their confabulations, those who carried the old ricksha rose one night, and carried some granite slabs, laid them across the way, and fixed them so that the edge should be about six inches above the surface of the road.

Now the superannuated Hongkong ricksha shaw, and a little jolting, but they both do not know how to handle them. The supporters of the country chair, and the votaries of the goddess Fung Shui have for the present won.

Perhaps the company have not made so many cents as they expected. But they should have introduced new rickshas, with roosters painted red on the sides, and then they would have been popular.

## A SOLDIER A FOOL.

## Queer Statement of a Judge.

Judicial utterances with regard to the dignity of military service are as a rule so commendable that it is an instance to the contrary which has recently appeared in Philadelphia is worthy of notice.

A former soldier of the army returned to that city a few weeks ago bearing an honorable discharge after three years of continuous service in the Philippines. Finding his wife nursing a four-months' old infant, he was loath to live with her or to contribute to her support, whereupon he was arrested for desertion. He was convicted, and the court, in ordering him to support his wife, said:

'A man who goes to war is a fool. There is nothing in fighting. You should have remained at home and looked after your wife. That you were foolish enough to go to war is no reason why you should be released from your present responsibilities.'

Waiving entirely the question whether the law was correctly interpreted in this case, we do not hesitate to say that the dictum of the court quoted above is utterly unsound in reason, morals and in public policy. The evidence shows that the defendant performed his military duty faithfully and well, and the record of that service is a noble record. Any consideration of his enlistment. Any consideration of his enlistment. Any consideration of his enlistment.

## BY WHARF AND WAVE.

## The Amoy of Japan went into dock today for painting and cleaning.

The Manila cargo on board the *Shawmut*, which was to be transferred to the *Tremont*.

The *Rubi*, on arrival in port today, took up an anchorage out towards the western entrance of the harbour owing to her buoy being occupied by the *Zephyr*.

The *Aradon* *Apur* went into dock yesterday to have an overhaul. Some time ago she struck a buoy in the Hooley River, and was slightly damaged.

Captain Young, of the *Swainy*, was landed ill at Singapore recently, and the chief mate, Mr. Little, is bringing the vessel to Hongkong, via Java.

According to the *Malay Mail*, the British India line of steamers will leave Port Swettenham for Singapore, Hongkong, Amoy, and Swatow, from and after the 6th instant, fortnightly.

The *Wootton* (Capt. Dawson) from Shanghai passed a junk, with about most showing two or three feet above water, in the straits 24.55 N., Long. 119.27 E. Ocken lighthouse bearing north.

Mr. Jamieson, salvage engineer, is, we believe, to have charge of the wrecking operations about to be undertaken in connection with the *Zaren Gordon* and *Agincourt* by the *Halcyon*. Captain Worsnop will accompany the party in the interest of the owners. It is expected that the *Halcyon* will be away three weeks or more.

## ABUNDANT EVIDENCE CAN BE PRODUCED.

It is deduced that Chamberlain's Pain Balm will positively relieve rheumatic pain as well as being unexcelled for cuts, bruises and burns. For sale by ALL DEALERS; WATKINS & Co., Ltd., General Agents.

## HONGKONG CRICKET LEAGUE.

## Annual Report.

The Committee of the Hongkong Cricket League has much pleasure in submitting their first annual report. The League was organized with the object of adding a stimulus to local cricket. The circular stimulus to local cricket. The circular stimulus to local cricket. The circular stimulus to local cricket.

The League was organized with the object of adding a stimulus to local cricket. The circular stimulus to local cricket. The circular stimulus to local cricket. The circular stimulus to local cricket.

## CORRESPONDENCE.

## A TASK IN EGYPT.

To the Editor of the 'CHINA MAIL.'

Sir, There are some people in this Colony who seem to think that ideas from the West are something to be despised. The following astounding report will perhaps tell their passions and make them believe that the day has not yet come when people to dance on the ashes of a once great race.

Sir William Garstin, K.C.M.G., Under-Secretary for Public Works in Egypt, has just received the following plan of irrigation for Egypt and the Sudan.

He estimates that £221,400,000 will be required for his scheme which, when completed, will bring under irrigation 1,650,000 acres of land in Egypt and 1,000,000 acres in the Sudan. The largest part of the report will no doubt go down to history. Sir William Garstin writes:

'Those to whom the privilege shall be granted of assisting towards this consummation will have a chance such as seldom falls to the lot of man. The Nile, which has long been the main source of life to the Egyptian people, is a river which has long been the main source of life to the Egyptian people. The Nile, which has long been the main source of life to the Egyptian people, is a river which has long been the main source of life to the Egyptian people.'

## NOTICE TO MARINERS.

## CHINA SEA.

## SHANGHAI DISTRICT.

## TSUNGMING CROSSING.

Attention is brought to the notice of the following changes in the buoyage of the Tsungming Crossing have been effected:

The EAST ENTRANCE buoy has been shifted 5.10 E. from its former position and placed BLACK. It now marks the South side of the Channel, and from it the Quarantine Beacon bears S. 65.15 W., distant 6.18 miles.

The FIRST CROSSING buoy has been shifted 0.5 cable South from its former position, and now bears S. 83 W., distant 3.24 miles.

The WEST SPIT buoy has been shifted 6.2 Cables S. 61 E. from its former position, and from it, the Quarantine Beacon now bears S. 45 E., distant 1.5 miles.

An inward-bound vessel should pass the buoys on her port hand at a distance of 14 cables. The least water on this course is 24 feet at Low Water of Spring Tides.

All Bearings given are magnetic.

H. G. MYHRE, Acting Deputy Coast Surveyor.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## THE ORDINARY GENERAL MEETING OF SHAREHOLDERS IN THE COMPANY'S OFFICES.

ON WEDNESDAY, the 28th SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, to the 31st June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 28th SEPTEMBER, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.

## NOTICE TO MARINERS.

## CHINA SEA.

## SHANGHAI DISTRICT.

## TSUNGMING CROSSING.

Attention is brought to the notice of the following changes in the buoyage of the Tsungming Crossing have been effected:

The EAST ENTRANCE buoy has been shifted 5.10 E. from its former position and placed BLACK. It now marks the South side of the Channel, and from it the Quarantine Beacon bears S. 65.15 W., distant 6.18 miles.

The FIRST CROSSING buoy has been shifted 0.5 cable South from its former position, and now bears S. 83 W., distant 3.24 miles.

The WEST SPIT buoy has been shifted 6.2 Cables S. 61 E. from its former position, and from it, the Quarantine Beacon now bears S. 45 E., distant 1.5 miles.

An inward-bound vessel should pass the buoys on her port hand at a distance of 14 cables. The least water on this course is 24 feet at Low Water of Spring Tides.

All Bearings given are magnetic.

H. G. MYHRE, Acting Deputy Coast Surveyor.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; TAMSUI.

The Company's Steamship, THALES, Captain Crowe, will be despatched for the above Ports on FRIDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

The Steamship *Gregory Apur*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once on Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 16th instant, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SARSOON & Co., Ltd., Agents.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## THE ORDINARY GENERAL MEETING OF SHAREHOLDERS IN THE COMPANY'S OFFICES.

ON WEDNESDAY, the 28th SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, to the 31st June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 28th SEPTEMBER, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.

## NOTICE TO MARINERS.

## CHINA SEA.

## SHANGHAI DISTRICT.

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H. G. MYHRE, Acting Deputy Coast Surveyor.

The China Navigation Company's s.s. *Chinghai*.

which arrived from Australia this morning by the *Robert Cooke*. The *Chinghai* is to undergo her annual overhaul, and from the appearance of her hull she needs it.

We hear that the *Sikh*, 5,020 tons, which recently left the dock after having a new stern post fitted, has been chartered by Messrs. Gibb, Livingstone and Company, for the coal trade with South Africa. The *Sikh* has a cargo for Japan, which she will deliver before being handed over.

We hear that the *Douglas Steamship Company's s.s. Hatching* is to go to Japan, being alleged that she has been chartered by Messrs. Samuel, Samuels. Another of the same Company's boats, the *Halcyon*, we believe, is to leave shortly under charter on a wrecking expedition.

The *Legazpi*, a Spanish-owned vessel flying the American flag, and which formerly traded between Hongkong and Manila, has now taken up the same run. It is some years now since the *Legazpi* took cargo to Manila from this port, but during the interval she was engaged in the inter-island trade of the Philippines.

It will be noticed that both the *China*, *Manila* boats, the *Rubi* and *Zephyr* are in the harbour now. It is not often that both these ships are in together, but as the *Zephyr* has been round at Aberdeen Dock undergoing her annual survey, she did not go for her usual trip to Manila on Friday last.

Our Amoy correspondent wrote on the 9th: 'The German Gunboat, *Hilf*, was here at the beginning of the month, leaving on the 3rd inst., and the day before, by kind permission of Commander Baron von Meerscheidt-Huelsen and Officer, the *Hilf* Band gave a much-appreciated selection of music on the Recreation Ground from 5.30 p.m. onwards.'

The following is the match table—

CLUB.	PLAYED	WON	LOST	DRAWN	POINTS
Army Ordnance Corps	14	13	1	0	39
Civil Service	14	11	2	1	24
Craigieover	14	8	4	2	20
Hongkong Cricket Club	14	7	6	0	21
Royal Engineers	14	7	7	0	21
Royal Army Medical Corps	13	9	1	0	21
Parsons	14	2	12	0	6
H. M. S. 'Tamar'	14	2	12	0	6

Causing Bay Works, Hongkong, September 12, 1904. 1677

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H. G. MYHRE, Acting Deputy Coast Surveyor.

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For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.



## Shipping.


**PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY**

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
YAMA, Via SHAI, MOJI & Kobe (passing through the INLAND SEA).	Manila H. G. H. LEWIS, R.N.R.	About 18th September.	Freight only.
SHANGHAI.	Malta C. L. DANIEL	About 22nd September.	Freight and Passage.
LONDON, &c.	Nubia F. N. TILLARD	Noon, 24th September.	See Special Advertisement.

For further Particulars, apply to  
P. & O. S. N. Co.'s Office, Hongkong, September 10, 1904. E. A. HEWETT, Superintendent.

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamship—10,000 Tons—10,000 Horse power—Speed 19 knots. Having 8 to 10 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

STEAMSHIP	TONS	DEPARTURE
R.M.S. EMPRESS OF JAPAN	6000 TONS	WEDNESDAY, Sept. 21, 1904.
R.M.S. ATHENIAN	3883 TONS	WEDNESDAY, Oct. 12, 1904.
R.M.S. EMPRESS OF CHINA	6000 TONS	WEDNESDAY, Oct. 19, 1904.
R.M.S. TARTAR	4425 TONS	WEDNESDAY, Nov. 2, 1904.
R.M.S. EMPRESS OF INDIA	6000 TONS	WEDNESDAY, Nov. 16, 1904.

Hongkong to London, 1st Class, via St. Lawrence \$60. via New York \$62. Intermediate on Steamers, } \$40. } \$42.

THE magnificent 'EMPRESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent, PEDDER STREET, HONGKONG, August 10, 1904.

**PORTLAND AND ASIATIC STEAMSHIP COMPANY.**

SAILING FROM HONGKONG TO INLAND SEA OF JAPAN, MORE, FOR A YOKOHAMA: FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARAGONIA	5108	SCHULTZ	Sept. 16, 1904.
NUMANTIA	4370	WALKER	Oct. 10, 1904.
NICOMETIA	4370	WALKER	Oct. 27, 1904.
ARABIA	4483	BAILEY	Nov. 19, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to  
PORTLAND & ASIATIC STEAMSHIP COMPANY, HONGKONG, September 12, 1904.

**OSAKA SHOSHEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA. PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, Sept. 14, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	M. STRIVE	SUNDAY, 18th Sept., at 10 a.m.
ANPING, Via SWATOW AND AMOY.	PROVIDENCE	WEDNESDAY, Sept. 21, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 25th Sept., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.  
T. ARIMA, Manager. Hongkong, September 12, 1904.

**NORTHERN PACIFIC LINE. BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.**

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO. PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
ELIADIS	3763	Purinton	About Sept. 19.
SHAWMUT	3606	W. M. Smith	About Sept. 24.
TRENTON	3606	T. W. Garlick	About Oct. 7.
LYRA	4417	G. V. Williams	About Oct. 20.

! Cargo only.  
FOR MANILA. The largest, steadiest, and most comfortable steamers for Manila. S.S. TREMONT ..... 9606 tons | Capt. T. W. Garlick | About 20th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Shawmut and Trenton have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to  
Dodwell & Co., Limited, GENERAL AGENTS, HONGKONG BUILDINGS, Hongkong, September 12, 1904.

## Shipping.

**OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL. TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	ACHILLES	14th September.
GLASGOW AND LIVERPOOL	PINGUEV	24th September.
GLASGOW AND LIVERPOOL	DEUCALION	1st October.
GLASGOW AND LIVERPOOL	ULYSSES	8th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	14th September.
* GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TIDEUS	27th September.
LONDON, AMSTERDAM & ANTWERP	PATROCLES	11th October.
* GENOA, MARSEILLES & LIVERPOOL	ALCIBIUS	22nd October.
LONDON, AMSTERDAM & ANTWERP	PINGUEV	25th October.

\* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	DEUCALION	3rd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, September 12, 1904.

**CHINA NAVIGATION CO., LD.**

FOR	STEAMERS	TO SAIL
KOBE	CHINSHU	15th September.
PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	19th September.
MANILA	TAMING	20th September.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Hongkong, September 13, 1904.

**HONGKONG—MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and midships. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamships	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila Direct	Sept. 17, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	Sept. 24, at 10 a.m.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers. Hongkong, September 3, 1904.

**SOUTH AFRICAN LINE OF STEAMERS.**

HONGKONG DIRECT (or via CHIN-WAN-TAO or CHEFOO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks—

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
S.S. SWANLEY	...	...	Captain J. P. DAWSON.	...
S.S. COURTFIELD	...	...	" J. W. MARTIN.	...
S.S. GRANLEY	...	...	" W. E. STEELE.	...
S.S. IERAL	...	...	" M. ROBERTSON.	...
S.S. ASCOT	...	...	" C. E. COX.	...
S.S. TWEEDDALE	...	...	" T. M. WILNE.	...
S.S. LOTHIAN	...	...	" J. G. WILLIAMSON.	...
S.S. INKUM	...	...	" E. S. FRASER.	...

For Freight, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, September 5, 1904.

**JAVA-CHINA-JAPAN LINE.**

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TOJANAS	JAVA PORTS.	First half of September	JAPAN.	First half of Sept.
TOJATJAP	JAVA PORTS.	First half of October.	JAPAN.	First half of October.
TOJMAHI	JAPAN.	Second half of September	JAVA PORTS.	Second half of Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the HEAD AGENCY, Java-China-Japan Lijn, ALEXANDRA BUILDINGS, TELEPHONE No. 375, Hongkong, September 3, 1904.

## Shipping.

**COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.**

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship AUSTRALIAN, Captain Varnon, will be despatched for the above ports on or about WEDNESDAY, the 14th Inst.

G. DE CHAMPEAUX, Agent. Hongkong, September 12, 1904. 1642

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL	1904
ATHOLL	About Sept. 16.	
SAGAMI	About Sept. 30.	
HINDUSTAN	About Oct. 8.	

For Freight and further information, Apply to DODWELL & CO., LTD., Agents. Hongkong, September 7, 1904. 110

**EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR MANILA.**

THE Steamship EASTERN, Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, August 27, 1904. 1574

**EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE.**

(Calling at PORT DARWIN and QUEENSLAND PORTS; and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain Ellis, will be despatched for the above Ports on SATURDAY, the 17th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, August 18, 1904. 1523

**STRAITS FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITER RANEAN PORTS, PLYMOUTH AND LONDON.**

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COIN TIENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NUBIA, Captain F. N. TILLARD, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 24th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's a.s. Himalaya, 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Goods, all Cargo for France and India, will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 6th November, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, September 10, 1904. 1661

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

STEAM FOR Fiume and Trieste Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZIL, to SOUTH AMERICA, RED SEA, BLACK SEA, LANTAN, YANCO, and Adriatic Ports.)

THE Company's Steamship AUSTRIA, Captain COLLIER, will be despatched as above on FRIDAY, the 30th Inst., p.m.

For information as to Passage & Freight, apply to SANDER, WIELER & Co., Agents. Prince's Building, Hongkong, September 2, 1904. 1623

**HONGKONG-MACAO LINE.**

S.S. 'WING CHAI', CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from Hongkong on week days at 7.30 a.m.; from Macao on Saturdays at 8.30 a.m.; from Macao on week days at about 2 p.m.; Sundays at about 7.30 p.m.

Fares (week days) 1st Class (including cabin and servant) \$5. Return Ticket \$10. 2nd class \$1. 3rd class 50 Cents.

On Saturdays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including cabin and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 24 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, September 7, 1904. 1646

## Shipping.

**STEAMSHIP SERVICE TO NEW YORK via SUEZ CANAL.**

(With liberty to call at Philippine Ports).

THE Steamship HUDSON, will be despatched on or about THURSDAY, the 16th September, 1904.

For Freight or further information, Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department. Hongkong, August 12, 1904. 1576

**FOR SINGAPORE, PENANG AND CALCUTTA.**

THE Steamship ARRATOON APCAR, Captain E. Fry, will be despatched for the above Ports on FRIDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to D. SASSON & Co., Ltd., Agents. Hongkong, September 12, 1904. 1638

**AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK, VIA SUEZ CANAL.**

THE Steamship CLYDEBURN, Captain ... will be despatched for the above Port on or about TUESDAY, the 18th October.

For Freight, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, September 12, 1904. 1674

**COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE.**

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITER RANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 20th September, 1904, at 1 p.m., the Company's Steamship ERNEST SIMONS, Captain BOURDON, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, Via Ports of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the Australian Line, a.s. Norn bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 19th September. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX, Agent. Hongkong, September 7, 1904. 1647

**'SHIRE' LINE STEAMSHIP CO. FOR HAVRE, LONDON AND ANTWERP.**

THE Company's Steamship MERIONETHSHIRE, Captain G. O. CURRY, will be despatched for the above ports on or about FRIDAY, the 23rd September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to SHEWAN, TOMES CO., Agents. Hongkong, September 7, 1904. 1470

**STEAM TO CANTON.**

THE new Twin Screw Steel Steamers KWONG CHOW, 1,309 tons..... Captain J. P. MARTIN. KWONG TUNG, 1,238 tons..... Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.30 Every Evening (Sundays excepted). Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sundays excepted).

These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4.00 Meals .....\$1.00 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., YUEN ON S.S. CO., LTD., No. 8, Queen's Road West. Hongkong, February 13, 1904. 31

**HONGKONG-MACAO LINE.**

S.S. 'WING CHAI', CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from Hongkong on week days at 7.30 a.m.; from Macao on Saturdays at 8.30 a.m.; from Macao on week days at about 2 p.m.; Sundays at about 7.30 p.m.

Fares (week days) 1st Class (including cabin and servant) \$5. Return Ticket \$10. 2nd class \$1. 3rd class 50 Cents.

On Saturdays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including cabin and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 24 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, September 7, 1904. 1646

## Notices to Consignees.

**NOTICE TO CONSIGNEES.**

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BENGAL.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., ex a.s. India. From AUSTRIA, ex a.s. China. From CALCUTTA, ex a.s. Patna. From PERSIAN GULF, ex a.s. B.I. S.N. and B. and P. S.N. Co.'s steamers. Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day.

Goods not cleared by the 15th Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

E. A. HEWETT, Superintendent. Hongkong, September 9, 1904. 1656

**NOTICE TO CONSIGNEES.**

'GLEN' LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Company's Steamship Glenloch, having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst., will be subject to rent. No Fire Insurance will be effected. All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW. Hongkong, September 8, 1904. 1652

**NOTICE TO CONSIGNEES.**

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MALACCA.

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex a.s. India. Optional goods will be landed here unless instructions are given to the contrary before 10 a.m. To-morrow.

Goods not cleared by the 15th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, September 9, 1904. 1660

**MACAO AND CANTON HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor. Hongkong, March 10, 1904. 432

**HOTEL ORAIGIEBURN.**

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS. TELEPHONE 56.

For Terms, Apply to the MANAGER. 741

**BOARD AND RESIDENCE.**

BARROW TERRACE, Kowloon. Elegantly FURNISHED ROOMS. Apply on the premises, to Mrs GRUNBERG. Hongkong, July 12, 1904. 1287

**MES CHEUNG.**

HIGH-CLASS PHOTOGRAPHER. Developing and Printing for Amateur. Extraordinary SPECIAL FLEXURE. BRANCH HONGKONG HOTEL CORRIDOR. 1587

**BACON AND HAM.**

JUST LANDED.

**FRESH CONSIGNMENT OF WELL-KNOWN HASTINGS' & NEPHEW'S FINESTRAK BACON and Best YORK CURED HAM.**

H. RUTTOCK, No. 5, D'Arville Street, and 36 to 38, Right Road, Kowloon. Hongkong, September 2, 1904. 1492







